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# GEOGRAPHIC SCHOOL BULLETINS

*Published Weekly by*

THE NATIONAL GEOGRAPHIC SOCIETY

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*Sovfoto*

**A PROUD GRANDFATHER SHOWS A YOUNG RUSSIAN THE SIGHTS OF THE KREMLIN**

Behind these crenellated walls and beneath these onion-shaped cathedral domes in Moscow, has unfolded the sometimes violent, but always colorful, panorama of Russian history. From the barbaric days of Ivan I, when the Grand Dukes of Muscovy still paid the Golden Horde tribute money, to the victorious present, when Stalin's frown is noted round the world, the Kremlin has been the seat of Russia's rulers. Only once has this fortress city within a city echoed to the booted tread of a foreign conqueror—in 1812, when Napoleon took Moscow. In December, 1941, Hitler's armies advanced to nearly within eyeshot of the towers. Under the tsarist regime these sightseers could have freely entered the gates of the Kremlin, but today they must have a pass. The Moskva River flows in the foreground (Bulletin No. 3).

# GEOGRAPHIC SCHOOL BULLETIN

HOW TEACHERS MAY OBTAIN THE BULLETINS

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## Venezuela, Farming Nation That Struck Oil, Changes Governments

THE SEIZURE of government in Venezuela by revolutionists who assert that they plan to "establish democracy in the United States manner" focuses North American eyes on the one South American republic entirely north of the Equator.

Venezuela, one-third larger than Texas, is the northern crown of the South American continent. Its thousand miles of Caribbean Sea coast fits between Colombia on the west and the Guianas on the east. South of the country's inland panhandle, a jungle-throttled region sparsely inhabited by primitive tribes (illustration, next page), lies Brazil.

### Farming Provides Living for Most Venezuelans

In its western quarter the two northernmost ranges of the Andes system wall in the low, hot plain around Lake Maracaibo, center of vast petroleum wealth. Southeast of these mountains are located the great cattle-raising prairies, or *llanos*, lying mostly north of the Orinoco River. South and east of the Orinoco, which divides Venezuela almost in two, are the Guiana Highlands. These low mountain masses, forested and little developed, cover nearly half the republic.

Petroleum has greatly affected Venezuela's economy since about 1925. In the immediate prewar years, 1937-41, the republic was producing around 200,000,000 barrels of crude oil annually and closely pressing Russia for second position (after the United States) among oil-producing nations.

After the Pearl Harbor attack, Axis submarine activity strangled Allied shipping along the approaches to the near-by Panama Canal, and curtailed Venezuelan oil production and export. The war actually came to Aruba and Curaçao, Netherlands islands off Venezuela's western coast. A German submarine attacked installations on these islands where most Venezuelan oil is refined.

With all the attention that petroleum deserves as an income producer for the republic, farming remains the livelihood of most of the 4,000,000 people. Coffee and cacao beans, grown largely along the coast, are the big export crops. Sugar cane, coconuts, tobacco, cotton, and tropical fruits also thrive in the Caribbean coastal strip. At cool levels in the highlands grain and other temperate-zone products are successfully grown. Mineral wealth, little touched as yet, includes gold, copper, iron, salt, tin, coal, asbestos, and mica.

### 500-Mile Highway Joins Republic to Rest of South America

It is along the so-called Venezuelan Highlands, in the northwest bulge of the country southeast of Lake Maracaibo, that the population is most concentrated. Caracas, a few miles inland near the midpoint of the coast, is the capital, a city of a quarter-million people. With its near-by port of La Guaira, it is the northeastern anchor of the line of heavy population now marked by the republic's completed spur of the Pan American Highway. From Caracas the route runs west and southwest through Maracay, Valencia, San Felipe, Barquisimeto, Trujillo, and Merida to San Cristobal at the Colombian border.

The Pan American Highway is the most important eighth of Venezuela's 4,000 miles of improved motor roads. There are only 700 miles of railroad, and this mileage is centered at Caracas. The Orinoco, third-largest river of the continent, provides a thousand miles of navigable water route. Good air and ocean transport



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*Publishers' Photo Service*

**IN THE CATHEDRAL-LIKE PANTHEON OF CARACAS RESTS SIMÓN BOLÍVAR, SOUTH AMERICA'S GEORGE WASHINGTON**

**This shrine to the Liberator, Venezuela's famed son who freed his country from Spain, is sometimes called Venezuela's Westminster Abbey. Originally built as a church, it faces the Plaza Miranda. Other national heroes are buried near by. Bolívar also helped free Colombia, Ecuador, Peru, and Bolivia, the latter country being named after him (Bulletin No. 1).**

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General Headquarters, Washington 6, D. C.

## Outer Mongolia Breaks Its Last Slim Tie with China

THE LARGELY nomadic and fiercely independent inhabitants of Outer Mongolia, in a recent plebiscite, voted for complete independence from China. Their vast desert land, the geographic heart of Asia, is sandwiched between China, on the south, and territories of the Soviet Union, on the north.

The name Outer Mongolia came from the region's position northwest across the bleak Gobi from Inner Mongolia. The country extends about 1,500 miles from its junction with China and Russia in the Altai Mountains to its sharp eastern point where Manchuria and Inner Mongolia meet. Its eastern boundary is 450 miles from the nearest Pacific ports.

### Soviet Union Aided in Agricultural Development

Outer Mongolia in effect has been independent of China since the fall of the Manchu dynasty in 1912, when it put out the Chinese officials. After a revolution in 1924 the Mongol People's Republic was set up, modeled on the republics of the Soviet Union. Although recognizing it as part of China, the U.S.S.R. exercised a big brother policy toward the young republic. It has largely dominated the country economically and politically through its economic, technical, and military help.

From a land whose population of approximately 540,000 was divided about equally between illiterate herdsmen and members of religious orders, the Mongol People's Republic is becoming an agricultural nation. Farmers have been settled on the land where their stock has increased in quality and quantity because stored hay reserves and well water brought them through seasons of poor crops. Industry fitted to a farm nation has been developed. Gradually the number of priests and other church personnel has been reduced to about one-tenth of the population and the manpower available for farm labor and industry correspondingly increased. There is practical education for everyone.

Assistance to the Mongols has been bread upon the water to the Russians. The Mongols helped them in the fight against the Germans by supplying the Russians with a great variety of livestock products—wool, woolen clothing, sheepskin coats, boots, and saddles. Outer Mongolia acted with the Soviet Union in declaring war on Japan in August, 1945.

The export from Outer Mongolia of fur, hides, and wool, chiefly through the Soviet Union, was the principal factor in a prewar foreign trade whose value was roughly the equivalent of 25,000,000 American dollars annually. This was divided about equally between imports and exports.

### "High Grass" Feeds 25 Million Head of Livestock

Because of its vast desert regions, uninhabitable even for nomad herdsmen, and its indefinite and disputed boundaries, Outer Mongolia is difficult to estimate as to area. It occupies the greater portion of the general region known as Mongolia, which includes the Gobi and Inner Mongolia. Covering a vast area perhaps the size of the United States east of the Mississippi River, the Mongol People's Republic has fewer people than Buffalo, New York. Of these, nearly four-fifth are Mongols, more than a sixth Russians, with Chinese predominating among the remainder. Most of the natives are Buddhists.

Except in the northern reaches, south of Siberia, where some forest land exists, most of wind-swept Outer Mongolia is too arid for agriculture. Stock raising



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services at Caracas and La Guaira were maintained before the war.

In spite of the small highway mileage, Venezuela has a well-developed motor transport system. Trails which are travelable during the dry season (November-April) cover the *llanos*. The arrival of the first truck over a muddy but drying road is an occasion for celebration by villages after a six-month period of virtual isolation. Eight thousand trucks, 15,000 passenger cars, and 1,300 buses operate over the country's roads.

Venezula produced Simón Bolívar (illustration, inside cover), who led the Spanish colonies to independence from oppressive absentee rule early in the 19th century. In 1830 it formed the separate republic which now consists of a Federal District (ten times as large as the District of Columbia) around Caracas, 20 states, and two territories. Government is by a President, a Senate of 40 members, and a Chamber of Deputies of nearly 100 members.

Venezuela means "Little Venice," a strange misnomer for a big land of many high mountains. That is the way it looked, however, to a Spanish explorer who reached its shore the year after the region's discovery by Christopher Columbus. Columbus, on his third voyage, arrived at the mouth of the Orinoco River in 1498. Alonzo de Ojeda, in 1499, sailed into Lake Maracaibo. On the same shores where forests of petroleum derricks now rise, he found native Indian villages built on piles, with their inhabitants paddling from door to door in Venetian fashion.

Note: Venezuela appears on the National Geographic Society's Map of South America. A price list of maps may be obtained from the Society's headquarters, Washington 6, D. C.

See also, "Caracas, Cradle of the Liberator," in the *National Geographic Magazine* for April, 1940*; "I Kept House in a Jungle," January, 1939*; and "Journey by Jungle Rivers to the Home of the Cock-of-the-Rock," November, 1933. (*Issues marked by an asterisk are included in a special list of Magazines available to teachers in packets of ten for $1.00.*)

**Bulletin No. 1, November 12, 1945.**

*Ernest G. Holt*

**INDIAN HUNTERS PADDLE A DUGOUT DOWN THE JUNGLE-THROTTLED CASIQUIARE**

**An oddity among rivers, this stream in the Venezuela panhandle flows canal-like between two larger rivers—the Orinoco and the Negro, a branch of the Amazon. The waterway provides a year-round navigable connection between Venezuela and Brazil. At low stage, the Casiquiare reveals the rank root growth of jungle plants in their ceaseless search for water.**

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**General Headquarters, Washington 6, D. C.**

## Kremlin, Heart of Soviet Russia, Once Housed the Tsars

THE mystery-shrouded Kremlin, heart of the Soviet Union's political life, office of Stalin, and the source of practically all important Soviet news, is the walled-in central portion of the old city of Moscow (Moskva). Its area of over 30 acres contains government offices and various buildings, about 40 in all. It is a sort of combination capitol building, White House, and historic shrine of the Russian people all rolled into one.

Originally designed as a fortress, the triangular Kremlin is enclosed by a wall about a mile and a quarter long (illustration, cover). Most government officials and communist party leaders live in the Kremlin. An 18th century building of classic design houses the Central Executive Committee and the Council of the People's Commissars.

### Kremlin Contains Many Churches

Replacing an oak stockade first built in the 12th century, the 50-foot-high brick wall was constructed during the reign of Ivan III (1440-1505), Grand Duke of Muscovy, who in 1480 refused to pay the annual tribute to the Tatar Khan. The 19 towers were added to the wall in the 17th century. Rising high above the wall are the towers and gilded domes of several churches and cathedrals which are now being restored to their original appearance.

Tallest of the towers of this museum city's pinnacled skyline is the 275-foot-high Bell Tower of Ivan III, erected under the direction of Tsar Boris Godunov and Russian architects in 1600. It was built to contain 34 bells, the largest weighing 65 tons.

In Archangel Cathedral, a 16th century structure, were buried Russia's tsars and their sons, including Ivan IV, "the Terrible," first Tsar of All the Russias, and the son whom he murdered. The larger Cathedral of the Assumption, built in the 15th century, was noted for its frescoes. For centuries its gilded magnificence contributed to the splendor of the coronation of the tsars.

All the churches were badly damaged in the 1917 revolution, and, like other old Kremlin buildings, have undergone restoration more than once through the centuries. The oldest structure is the small Church of the Redeemer in the Wood, said to have been built when the Kremlin's hill site was a forested elevation on which clustered the log houses of the early village.

### Famed Red Square Lies Just Outside the Walls

The Grand Kremlin Palace was constructed in the earlier half of the 19th century; but the Granovitaya Palata, in which the tsars held public receptions for foreign ambassadors, dates from the barbaric brilliance of the 15th century. The Golden Chamber, reception hall of the tsarinas, is now part of the Grand Kremlin Palace, but antedates it by more than 250 years. Built in the past ten years, the modern auditorium seating 2,200 people is on the site of the Hall of Columns.

The old monastery buildings in the southwestern angle of the Kremlin were replaced by a military academy and barracks. Near by are the Spasski Tower and the gate that leads out of the Kremlin into the famous Red Square (illustration, next page), where the pageant of Russian history has passed.

In this spacious parade ground the marching masses are reviewed on gala occasions by officials and guests from the top of the Lenin mausoleum. At opposite



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is the chief occupation of the country. Before the war the "high grass" lands fed more than 10,000,000 sheep and 1,500,000 cattle. Enormous herds of horses and camels brought an estimated livestock total up to 25,000,000.

Herdsmen live in portable dwellings which can be set up in less than half an hour. These circular huts, called *yurts* (illustration, below), consist of a collapsible wooden frame over which is lashed heavy wool felt.

Horse meat, mutton, and beef figure largely in the diet of these tribesmen. Tea is the most popular drink, with mare's milk, often in a fermented form, to vary the fare.

Separated from centers of population by vast stretches of desert and mountains, with no rapid transit facilities until recent years, the Mongols have long been a backward people. Caravans have been their mode of travel. However, Outer Mongolia had airplanes, and steamer service on the Selenga and Orkhon rivers before the coming of the first railroad in 1938. A 25-mile rail line connects Outer Mongolia's only coal fields near Nalaikh with the capital city, Ulan Bator (formerly Urga). Highways, radio, and telegraph lines further strengthen the tie between the Mongol People's Republic and its sister republics to the north and west.

What little industry Outer Mongolia has centers largely in the vicinity of Ulan Bator. Tanneries, shoe factories, and woolen mills process the country's livestock into commodities for the nation's export trade. Ulan Bator had a prewar population of about 100,000.

Note: Outer Mongolia is shown on the Society's World Map, and Map of the Union of Soviet Socialist Republics.

For additional information about this region of central Asia, see "Exploration in the Gobi Desert," in the *National Geographic Magazine* for June, 1933; and "The Desert Road to Turkestan," June, 1929.

**Bulletin No. 2, November 12, 1945.**

*J. B. Shackelford*

**ON A GRASSY PLAIN, NOMAD MONGOLS SETTLE THEIR HERDS FOR A DESERT FEAST**

**East of the Altai Mountains a shallow lake breaks the limitless expanse of the Mongolian plain. Coarse grass which grows sparsely in this oasis supports sheep and cattle for a time. When the herds have scraped their desert platter clean their Mongol masters dismantle their portable felt homes and lead their charges to newer, greener pastures.**

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## Poor Transport Shackles Giant Alaska's Development

ALASKA, the United States' far-northern possession regarded as America's last frontier and possible 49th state, is making news again. Veterans, at the rate of 3,000 a month, are writing the General Land Office to inquire about settling or homesteading there, and Secretary of the Interior Ickes has recently proposed statehood for the territory.

Countering Ickes' proposal is the report of a congressional committee which toured Alaska last summer. This report stated that economically the people are not ready for statehood, as they continue to allow the absentee owners of fishing and mining interests to control the territory and have not developed taxation to maintain schools, public health, and roads.

### About 10,000 Acres Devoted to Agriculture

Lack of transportation, especially the scarcity of highways, has been one of the heaviest shackles holding back giant Alaska. The country has only 2,500 miles of roads of all types. Only slightly more than 1,000 miles are included in the territory's arterial system. Three main parts of this system are the Alaska Highway to Fairbanks, most important inland town; the Richardson Highway from Valdez, an ice-free port on Prince William Sound, to Fairbanks; and the Glenn Highway and Tok cutoff from Anchorage to Tok Junction on the Alaska Highway.

Only 2,321,000 of Alaska's 365,841,000 acres have been surveyed. About 98 per cent of its 586,400 square miles is still public land, never bought by private interests for exploitation. Only 10,000 acres or less are being farmed. Seven thousand of these are in the Matanuska Valley project. Food imports from the states make up for what these scanty farms lack in production.

Another Alaskan shackle is climate. Though the panhandle stretching south to within 600 miles of Seattle is famed for its mild temperature, two-fifths of the country lies north of the Arctic Circle. Great stretches of the country, especially north of the Yukon basin, are treeless tundra, uninhabitable except for Eskimos. This area can correctly be thought of as an eastern extension of Siberia's Arctic wastes. Even in the south, where coastal towns are warmed by the Japan Current, snow-capped mountains rise at the edge of the sea.

### Alaskan Bases Helped Ferry Lend-Lease Planes to the Soviet Union

Seward's Folly, a nickname that was given the territory at the time of its purchase from Russia, has been all but forgotten. In 1867, shortly after the costly Civil War, the $7,200,000 that Secretary of State William H. Seward paid for Alaska seemed to his detractors like a lot of money. But the investment has been returned manyfold, as literally hundreds of millions of dollars' worth of fish (especially salmon), gold, furs (illustration, next page), and other commodities have been produced there.

Perhaps eclipsing the territory's immense economic importance is its ever-increasing value of position. It was valuable as a base, a defense bastion, and an observation post during the war with Japan.

Alaska gives the United States a large stake in the strategic far north, an area coming into its own as the air age advances. It lies on the great circle air route to Asia. During the war, Fairbanks witnessed the transfer of almost 6,000



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ends of the Red Square are two of Moscow's notable museums, the Historical Museum and the converted Cathedral of St. Basil, which were built during the reign of Ivan the Terrible in the 16th century. The ukases of the tsars were read from the stone rostrum before the cathedral.

The square was long the place of public executions. It later became the great trade center, a market or bazaar in the heart of European Russia. To it came Russian merchants over the several roads that converge on Moscow, and by the River Moskva. The waters of this stream flow along one side of the Kremlin and reach the Volga through the Oka River.

Premier Stalin has a palatial home a few miles from the Kremlin. Built by a wealthy mine owner, it rises beside the river and is surrounded by a brick wall. In Stalin's spacious office in the Kremlin hang portraits of Marx and Lenin, as well as of himself. Here he may have lunch; formal dinners are served in his small Kremlin apartment.

Under the tsars the gates of the Kremlin wall were open to all. Today a special permit is required and admission to the "forbidden city" is granted only under the guidance of official escorts.

Note: A Map of the Union of Soviet Socialist Republics appeared as a supplement to the December, 1944, issue of the *National Geographic Magazine*.

See also, "Lend-Lease and the Russian Victory," in the October, 1945, issue of the *Magazine*; and "I Learn About the Russians," November, 1943.

**Bulletin No. 3, November 12, 1945.**

*Sovfoto*

**OUTSIDE THE KREMLIN'S WALLS A YOUTH PARADE FILLS RED SQUARE**

**Moscow's pulsing heart was called Red Square even before the bolshevik revolution, when red stood for the imperial purple of the tsars. Ornate St. Basil's Cathedral (background) and the massive Kremlin (right) are other links between tsar and soviet. Lenin's rectangular granite mausoleum is the country's communist shrine.**

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## Geo-Graphic Brevities

### WATCHMAKING SWISS DO A BRISK TRADE WITH VISITING GI'S

TO GI'S ON FURLOUGH in Switzerland, the Alpine scenery is irresistible, but you can't take it with you. Swiss watches—shockproof, water-resistant, antimagnetic and even self-winding—are also irresistible to visiting soldiers, and with cash in their money belts they can and do take one or two along.

The mountain scenery has been a Swiss tourist lure for ages. How long has timekeeping been of vital importance to the Swiss? The answer is in the story of patient valley dwellers with time on their hands.

Along Switzerland's northwest border with France lie the Jura Mountains. In their deep valleys, from Geneva to Basel, and northeast along Germany's Black Forest, long, cold winters and poor soil shorten the farming season. So the Swiss in the Jura villages have for centuries occupied their enforced idle periods with such crafts as woodcarving, weaving, and puppetmaking.

Ever since the Middle Ages they have made clocks, adorned with ingenious carvings, for the towers of their churches and town halls. A parade of toy bears marks the striking of each hour on an old tower clock at Bern. The city is said to have taken its name from the German Bären (bears).

Starting with huge clocks which told time to entire villages, clockmakers developed smaller and smaller ones. From generations of work on puppets, clocks, and toys came the finger skill that made the Jura Swiss expert watchmakers. Because their land was barren and hilly and their home market limited, these mountain craftsmen imported raw materials to make fine goods that would readily sell abroad. It all added up to watches, and more watches.

As an infant industry, watchmaking had "arrived" at Geneva and Neufchatel before 1700. Gradually it extended through the Jura to Bern, Le Locle, and La Chaux-de-Fonds, where it has grown greatly in the past century. Swiss ingenuity developed the jeweled bearing, the stem-wind, and the improved hairspring.

For decades watches have topped the list of Swiss exports in money value. Switzerland exports about 95 per cent of its watches, which adds greatly to the country's power to buy needed foreign goods in exchange.

About 60,000 workers are normally employed in the trade—one out of every 35 people engaged in the nation's industries. Allied with them are the jewelers, engravers, goldsmiths, silversmiths, enamelers, and makers of such other precision instruments as typewriters, radio sets, cameras, and music boxes.

* * * * *

### PIRACY, LIKE HISTORY, REPEATS ITSELF IN MALAYA

REPORTS of pirates along the coasts of Malaya are reminders that buccaneering on a large scale had its final fling in those same Far Eastern waters nearly a century ago.

Piracy, older than history, has broken out right in the 20th century, notably along the rivers and coasts of China. Its most famous stronghold was north Africa where the sun of the Barbary corsairs rose in Columbus's day, and set with the visit of a United States fleet commanded by Stephen Decatur in 1815.

In Malayan waters the sea robbers were chiefly wild tribesmen of Borneo and the Sulu Archipelago. They were a constant threat to merchant shipping for a century beginning about 1770. Their heyday lasted from 1813 to 1849 when



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Lend-Lease planes to the Soviet Union. American airmen flew them along the air route that follows the Alaska Highway; Soviet flyers took them from Fairbanks across the Bering Sea, over Siberia, and to the eastern front in Europe.

American ships plying the great circle route from west-coast ports to the Orient are sheltered by 2,500 miles of Alaskan coast.

If Alaska became a state it would rank 49th in population but first in area. Its estimated (1945) 85,000 inhabitants would rank it below Nevada's 110,000; its area is more than twice that of Texas.

Alaska's size is amazing; if superimposed upon the United States, with Fairbanks placed upon St. Louis, Missouri, the territory would stretch from ocean to ocean. Ketchikan, at the end of the Alaskan panhandle, would fall over Daytona Beach, Florida. Attu, outermost island of the Aleutian chain, would lie in the vicinity of Los Angeles. Point Barrow, northernmost bit of United States-owned territory, would correspond to Minneapolis, Minnesota. Seward, small port on the Gulf of Alaska, would lie almost as far south as Shreveport, Louisiana.

Vitus Bering, sailing for the Tsar of Russia, discovered the mainland Alaska coast in 1741. The first permanent settlement was made by Shelikof on Kodiak Island in 1784. Thus, Russian settlement lasted 83 years, five years longer than the United States has owned the country.

Note: Alaska may be located on the Society's Map of North America.

For additional information, see "Strategic Alaska Looks Ahead," in the *National Geographic Magazine* for September, 1942*; "Our Air Frontier in Alaska," October, 1940*; and "Frozen Fragments of American History," May, 1939.

**Bulletin No. 4, November 12, 1945.**

*U. S. Forest Service*

**A HUNTER IN STILL-PRIMITIVE ALASKA PROUDLY DISPLAYS HIS KILL**

**Pelts of three Alaska brown bears, world's largest carnivorous land animal, decorate his log cabin. Every year, Alaska's trappers and hunters take furs in the amount of about $4,000,000 —more than half the sum the United States paid Russia for the Territory of Alaska.**

British forces under James Brooke, White Rajah of Sarawak, defeated them in a battle which ended mass piracy in Malaya.

In 1831 a U. S. frigate played an important role in their suppression. The United States dispatched the *Potomac* to avenge pirate action at Kuala Batu on the west coast of Sumatra, where all but six of the crew of the Salem schooner *Friendship* had been murdered. Guided by a *Friendship* survivor, about 300 Americans landed at night at Kuala Batu. By a successful surprise attack on its fortifications, they completely destroyed it.

The pirates roved in 100-foot vessels called *praus* (illustration, below), sometimes in fleets a hundred strong, with several thousand men. Their favorite plunder was humans—slaves for markets in many ports. They became bloodthirsty enemies of European merchantmen to avenge cruelties of white visitors to their settlements.

The first pirate leader famous through Malaya was Raga, who held sway along Macassar Strait for nearly two decades from 1813. His large fleet, aided by shore lookouts, captured dozens of European ships and murdered their crews.

Note: The islands of Malaya are shown on the Society's Map of Southeast Asia.

For additional information on the areas that were once pirate strongholds, see "Seafarers of South Celebes," in the *National Geographic Magazine* for January, 1945; "Treasure Islands of Australasia," June, 1942*; "Java Assignment," January, 1942; and "Through Java in Pursuit of Color," September, 1929*.

**Bulletin No. 5, November 12, 1945.**

*C. E. P. Collins*

**CLOSE-HAULED BEFORE THE WIND, A MALAY PRAU SIGHTS A LANDFALL**

**A triple line of jibs helps send this Malay *prau* scurrying before the wind off Celebes. This native boat was patterned by pirates after the caravels that brought the Portuguese explorers to their islands at the end of the 15th century. The Malay seafarers added a high poop deck at the sterns of their own low, open ships, and another not-so-high deck at the bows. Between decks they had room to stow the cargo they looted from merchantmen. Most modern *praus* engage in peaceful trade since piracy was virtually wiped out a century ago.**